

Martell's  
Brandies

are known and asked for  
all over the World.

Sole Agents,

H. Price & Co.,  
12 Queen's Rd., Central,  
468

# The China Mail.

ESTABLISHED 1845.

D. C. L.

Old Tom Gin

The most reliable Gin  
on this market.

Sole Agents,

H. Price & Co.,  
12 Queen's Rd., Central,  
468

No. 12,852.

號七月六年四零百九千一英

HONGKONG, TUESDAY, JUNE 7, 1904

日四廿月四年辰甲

PRICE, \$3.00 Per Month

## TO SMOKERS.

### DUTCH CIGARS.

#### HAVANA CIGARS

LA INDUSTRIAS, ..... 86 per Box of 100.

PREDELEOTAS, ..... 915 per Box of 100.

Packed in Boxes of 50, \$7.50.

ANDALUZAS, ..... 830 per Box of 100.

Packed in Boxes of 25, \$7.50.

#### MACEWEN, FRICKEL & CO.,

3, DUDDELL STREET.

Hongkong, April 4, 1904. 2547

### Wanted.

#### WANTED.

A Man to INTRODUCE NEW GOODS  
and to act as Broker and Sub-agent.  
Apply to J. LITTLE & POLLOCK,  
1 and 3, Wellington St.  
Hongkong, June 4, 1904. 1056

#### WANTED.

(MALE) ASSISTANT Wanted for  
General Store.  
Apply by letter sending Copies of  
Certificates to  
A. V. V.  
Care of "China Mail"  
Hongkong, June 4, 1904. 1057

#### WANTED.

A DAILY GOVERNOR, to Teach Two  
Children. Apply by letter to  
MISS DENISON,  
BROADWAY, PEAK.  
Hongkong, June 4, 1904. 1054

### Intimations.

#### NOTICE.

M. E. DURLACH is authorized to  
SIGN OUR FIRM PER PRO-  
CURATION in Hoihow and Pakhoi from  
this Date.

A. SCHOMBURG & CO.

Hoihow, 1st June, 1904. 1028

#### NOTICE.

M. W. H. DONALD is authorised  
from this Date to Sign my Name  
per Procuration.

GEO. MURRAY BAIN.

China Mail Office,  
Hongkong, June 4, 1904.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LTD.

A PUBLICATION has been made to the  
General Managers of this Company  
to issue to RUSSO-CHINESE BANK  
of Hongkong Duplicate Certificates of 200  
Shares in the above Company or other  
Certificates in lieu thereof upon the State-  
ment that the Original Certificates viz.:—  
No. 69 for 25 Shares.  
No. 379 for 50  
No. 380 for 50  
No. 381 for 25  
No. 873 for 50

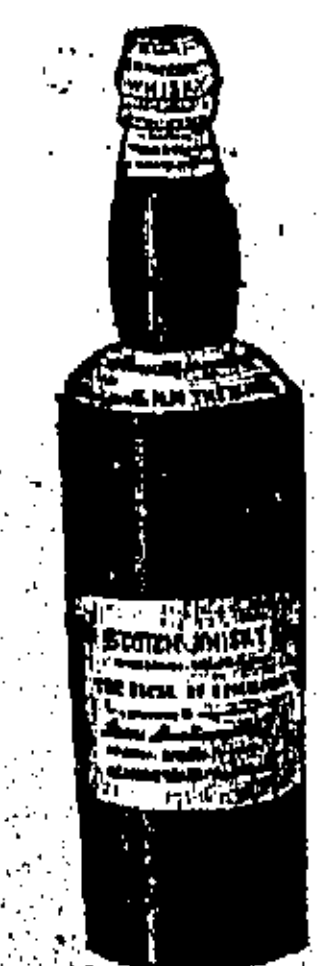
have been lost or stolen.  
It is not known if such Certificates were  
issued by the Office of the Company in the  
Colon of Hongkong or by the Office in  
London and consequently the numbers of  
the Shares cannot be given.

Notice is hereby given that if within  
30 days from the date hereof no claim or  
representation in respect of such original  
Certificates is made to the General Man-  
agers they will then proceed to deal with  
such application for a duplicate.

JARDINE, MATHESON & CO.,  
General Managers.

Dated Hongkong, June 1, 1904. 1038

### THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO.  
SCOTCH WHISKY DISTILLERS.  
By Appointment to  
H.M. THE KING  
and  
H.M. THE PRINCE OF WALES  
Supplied at all the leading Clubs and  
Hotels, and to be obtained from JANE  
HARRISON & Co., "Queen's" Road  
Central.

## Business Notices.

### W. S. BAILEY & CO.

SHIPBUILDERS, ENGINEERS,  
BOILERMAKERS, BRASS & IRON FOUNDERS.

#### REPAIRS PROMPTLY ATTENDED TO.

COAST AND RIVER STEAMERS, WATER BOATS,  
LIGHTERS, TUGS AND FAST STEAM LAUNCHES.

WORKS: KOWLOON BAY.

OFFICES AND SALES ROOMS: 20, CONNAUGHT ROAD.

PUMPS, FARRINGS, GENERAL STORES AND  
ENGINEERS' TOOLS OF EVERY DESCRIPTION.

### HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.

#### Hongkong-Canton Line.

S.S. HONAM, 2,363 tons, Captain R. D. Thomas.  
S.S. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.  
S.S. FATHAN, 2,260 tons, Captain W. A. Valentine.  
S.S. HANKOW, 3,073 tons, Captain B. Branch.  
S.S. KINSHAN, 2,800 tons, Captain J. J. Lossius.  
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), and  
9 p.m. (Saturday Excepted).  
Departures from Canton to Hongkong daily at 8 a.m., and 5.30 p.m. (Sunday  
excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the  
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

#### SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

#### Hongkong-Macao Line.

S.S. HEUNGSHAN, 1,998 tons, Captain H. D. Jones.  
Departures from Hongkong to Macao on week days at about 2 p.m. During the Summer  
Months the time of leaving fluctuates to suit the tide at Macao. For further  
particulars, see special time table.  
Departures on Sundays at Noon.  
Departures from Macao to Hongkong daily at 7.30 a.m.

#### Canton-Macao Line.

S.S. LUNGSHAN, 219 tons, Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at  
about 7.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday  
at about 7.30 a.m.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-  
GATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

#### Canton-Wuchow Line.

S.S. SAINAM, 688 tons, Captain J. Wilcox.  
S.S. NANNING, 669 tons, Captain C. Butchart.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday  
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days  
at about 8 a.m. Round trips take about five days. These vessels have Superior  
Cabin Accommodation and are lighted throughout by electricity. Further  
particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
18, B. Buildings, Queen's Road Central, opp. site the Hongkong Hotel.  
Or of BUTTERFIELD AND SWIRE  
Agents, CHINA NAVIGATION CO., LTD.

WILLIAM MACLEOD, D.D.S.,  
DENTIST.

11 & 12, BRIDGEMAN ARCADE.

Hongkong, September 22, 1903. 1758

DR NEWELL WILSON.

DR WILLIAM DANIEL,

DENTISTS.

LATEST AMERICAN METHODS.

REASONABLE FEES.

NO CHARGE FOR EXAMINATIONS.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31' QUEEN'S ROAD CENTRAL

(First Floor, WATKINS BUILDING).

Hongkong, February 18, 1904. 2206

HARRY FONG.

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved

Appliances.

41, QUEEN'S ROAD CENTRAL,

Entrance on Lee Yuen Street.

Hongkong, June 1, 1904. 1030

THE HOLLAND-CHINA TRADING

COMPANY have ceased from To-day

to act as my AGENTS, and the Agency will

henceforth remain in my Own Hands.

HEAD AGENT.

JAVA-CHINA-JAPAN LINE,

Alexandra Buildings.

Hongkong, June 1, 1904. 1032

PURE LINSEED OIL

Awarded Bronze Medal at the Paris

Exhibition, 1900.

Gold Medal at the Indian Industrial

Exhibition 1898, 1900 & 1901.

MANUFACTURED BY

THE GOURFEYRE CO., LD.,

COLCUTTA.

Contractors to the Military and

Public Works Departments.

State Railways, and all

large Consumers

throughout India, the East,

and the Colonies.

W. R. LOXLEY & CO.,

Sole Agents,

Hongkong.

Cable Address "Loxley," Hongkong.

Hongkong, July 22, 1903. 1513

THE KOWLOON HOTEL,

KOWLOON.

A High-class Tourist Hotel under Ameri-

can Management. First-class Out-

ings, Beautiful Garden.

MONSIEUR CHATELAIN

J. W. O'BRIEN

Proprietor and Manager.

Hongkong, January 20, 1904. 135

## Business Notices.

### BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos "Dagger," "Demon," and other well known packings for Piston  
Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, As-  
bestos Cloth, Taps, and Boiler Door Joints, metallic or non-metallic—Rubber and  
Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses. Packing  
rings of Asbestos, Rubber and Woodite.

Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc.  
(only best quality kept). Boilers covered with Bell's Composition repay expense of  
covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.

Bell's Asbestos Expansion Tape, Millboard, Insertions and Rope.

Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large  
Stock of Engine and Cylinder Oils always in hand.

Bell's Asbestoline—a Solid Lubricant, clear and efficient—1 lb. is equal to from 2  
to 4 gallons of oil.

Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—  
does not injure the plates.

Asbestos Packed Cocks, Stop Valves, and Gauge Columns. Steam Gauges and  
other engineers' requisites always in stock. Lists and Prices on application.

BRADLEY & CO., Managers,  
Hongkong.

Office, 6 Des Voeux Road,  
opposite King Edward Hotel entrance.

### LANE, CRAWFORD & CO.

A 5 or 1 Catty Box con-  
tains one of the most accept-  
able Presents to those at  
Home.

Without doubt this  
is the Finest Blend  
of TEA, at the  
Price, to be had in  
China.

1904.

GUMSHAW  
TEA

LANE, CRAWFORD & CO.

ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED  
FOOCHOW TEA.

PRICES:  
Including Freight, Duty and Delivery to any address in the United Kingdom.  
Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.

MAO LAREN'S

### CANADIAN CHEESE

In Jars (Medium and Small) Wholesale and Retail from

LANE, CRAWFORD & CO.,

SOLE AGENTS.

Hongkong, May 6, 1903. 983

### KELLY & WALSH, LTD.

NEW BOOKS BY ENGLISH MAIL.

The War in the Crimea, by Sir Ed.  
Hamley ..... \$ 4.00

Gold Assaying, by H. J. Phillips ..... 6.50

Present-Day Japan, by A. M. Camp-  
bell Davidson; Illustrated ..... \$17.50

Greater America, by A. R. Colqu-  
houn; Illustrated ..... 12.50

Rome in Ireland, by M. J. McCarthy ..... 4.70

The China Martyrs of 19.0. by R. C.  
Forey ..... 6.50

Dynamo, Motor and Switchboard  
Circuits, by W. R. Bowker, C.E. .... 6.25

The Elements of Chemistry, by M.  
M. Pattison Muir ..... 9.00

Kwaidan: Stories and Studies of  
Strange Things by Lafcadio Hearn ..... 4.25

Insurance Office Organisation, Man-  
agement and Accounts, by T. E.  
Young and R. Masters ..... 3.00

The Electrical Industry, Lighting,  
Traction and Power, by A. G.  
Whyte ..... 2.20

The Elements of Faith, by J. A.  
Froude; Cheap Ed. .... 1.35

The First Year of Responsibility  
Talks with a Boy, by Maynard  
Bulder ..... 0.90

SANDOWS DEVELOPERS.

NOTICE.

WE, THE ASIATIC PETROLEUM

COMPANY, LIMITED, of

LONDON, hereby give notice that in

consequence of her name being her to be

confused with vessels belonging to the

Richmers Reismuhlen Rhederer & Schiffbau

A. G., and the fact that another steamer is

being built for the Richmers, Reismuhlen

Rhederer & Schiffbau A.G., to be called by

the same name, we have applied to the

Board of Trade under Section 47 of the

Merchant Shipping Act, 1894, in respect of

the Ship "SABINE" RICHMERS' of

Hongkong, Official Number 107,024, of

gross tonnage 1028 tons, register tonnage

690 tons heretofore owned by The Asiatic

Petroleum Company, Limited, 24 & 25,

St. Mary Axe, London, E.C., for permis-  
sion to change her name to "SABINA,"  
and to have her registered in the new name  
at the Port of Hongkong as owned by the  
Asiatic Petroleum Company, Limited.

Any objections as to the proposed change  
of name must be sent to the Registrar of  
Shipping at Hongkong within Seven Days  
from the appearance of this Advertisement.

Dated at London, this 29th day of April,  
1904.

Hongkong, 3rd June, 1904.

For the ASIATIC PETROLEUM COMPANY,  
LIMITED OF LONDON,  
ARNHOLD, KARBBERG & CO.,  
Agents.

1048

### MACAO AND CANTON

HOTELS.

A LITTLE CHANGE.

THE Grand Trip from HONGKONG to

MACAO, thence to CANTON, and

back to HONGKONG, will be found in-  
teresting and enjoyable.

Wm. FARMER

Proprietor.

Hongkong, March 10, 1904. 43

### ALEXANDRA

### HOUSE

ON the 1st July next, the above House

will be REMOVED to larger and

more commodious Premises at No. 10, JOE

BOUSE LANE.

(NEXT to THE WATERLOO HOTEL).

Terms, with or without Board, daily or

monthly, to be had on Application to

JOHN LIVESLEY,

No. 34, Queen's Road Central

(Opposite the Post Office).

Hongkong, June 3, 1904. 1049

## Business Notices.

### GREEN ISLAND CEMENT CO., LTD.

#### Portland Cement.

In casks of 375 lbs net, \$4.75 per cask, ex Factory.

In bags of 250 lbs net, \$2.85 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed  
Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,  
GENERAL MANAGERS.

### Cutler, Palmer & Co.,

(Wine Shippers to China since 1815).

Have always Stocks of their well-known Brands with

Hongkong, 15th July, 1901. SIEMSEN & CO., LTD.

## CHAMPAGNES

### CHARLES HEIDSIECK,

PURVEYOR TO HIS MAJESTY KING EDWARD

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN

## HONGKONG HOTEL.

REPLETE WITH EVERY LUXURY.

ELECTRIC LIGHT AND FANS.

LARGE AND AIRY RECEPTION ROOMS.

READING AND PRIVATE BILLARD ROOMS.

EUROPEAN CHEF.

## CONNAUGHT HOUSE HOTEL,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES.—EXCELLENT OUTSIDE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator

Hot and Cold Water throughout



## Intimations.

**G. FALCONER & Co.,**  
WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE ASSORTMENT OF SPECTACLES.  
PINCE-NEZ AND EYE PRESERVES.  
FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

64, QUEEN'S ROAD.

JAPAN



COALS.

**mitsui BUSSAN KAISHA**  
(MITSUI & CO.)

HEAD OFFICE:—1, SUBURA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, 108 HONG STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chong, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimoda, Moji, Wakanabe, Karatsu, Nagasaki, Kuchino, Sasebo, Maizuru, Miike, Hakodate, Taipei etc.

Telegraphic Address: 'MITSUI' (A.B.O. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the  
State Railways; Principal Railway Companies and Industrial Works; Home and  
Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines.  
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinomiya, Mameda, Mannose, Onoda, Oishi, Sasahara, Tanburo, Yoshimoto, Yoshio, Yonokiba, and others  
Coals.

S. MINAMI, Manager, Hongkong.

Hongkong, May 31, 1904.

## Intimations.

**mitsubishi GOSHI-KWAISHA**  
(MITSU BISHI CO.)

## COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI'

which applies to all Branch Offices and  
Hongkong and Shanghai Agencies.A1, ABO 5th EDITION, WESTERN  
UNION CODES USED.

ALL LETTERS ADDRESSED

MANAGER, MITSU BISHI CO., WITH

NAME OF PLACE UNDER.

## BRANCH OFFICES.

NAGASAKI, MOJI, KOBE, KARATSU  
AND HANKOW.

## AGENCIES.

SHANGHAI: H. J. H. TRIPP.

HONGKONG: H. U. JEFFRIES.

MANILA: COMPANIA MARITIMA.

YOKOHAMA: M. ARADA.

CONTRACTORS OF COAL to the Im-  
perial Japanese Navy and Foreign Navies;  
the Imperial Armaments; the Imperial Rail-  
ways; Sanyo, Kishu and the other Principal  
Railways; Industrial Works; Home and  
Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong,  
Shanghai, Hankow, Singapore, Manila,  
North China, Korean ports and America.  
SOLE PROPRIETORS of Takashima,  
Oishi, Shimizu, Namsanta and Kani-  
Yamada Collieries, and also Hojo Colliery,  
which will be ready to produce on a large  
scale the best Buzen Coal from 1905.  
Sole Agents for Kigyo, Komatsu (Tagawa)  
and Matsushima Coals.

The Head and Branch Offices and the  
Agencies of the Company will receive any  
order for Coal produced from the above  
Collieries.

Coal sold in 1903 by the Company  
amounted to 1,210,000 tons.

## TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, April 25, 1904.

HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED

## TIME TABLE.

WEEK DAYS.  
7.50 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.00 a.m. Every 10 minutes.  
9.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 7.00 p.m. Every 10 minutes.  
7.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS.  
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15  
p.m. every half hour.

SUNDAYS.  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 7.00 p.m. Every 10 minutes.  
7.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS as on Week Days.

Saturdays.

Extra cars at 11.30 and 11.45 p.m.  
SPECIAL CARS by Arrangement at the  
Company's Office, ALEXANDRA BUILDINGS,  
Des Voeux Road Central.

JOHN D. HUMPHREYS &amp; SON,

General Managers

Hongkong, June 7, 1904.

## TANG YUEN.

## BOARDING ESTABLISHMENT.

Splendid View of Harbour.

No. 18 MACDONNELL ROAD.

Under European Management.

Apply at the House,

or

At FAIRALL &amp; CO.,

Opposite Hongkong Hotel.

Hongkong, June 10, 1903.

## ADVERTISEMENTS.

THE attention of Advertisers is drawn  
to the latest Hours for receiving  
Advertisements and Corrections to Adver-  
tisements.

Advertisements and additions to Advertisements on Pages 2, 3, 4 and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 3 p.m.

G. M. BAIN.

CHINA MAIL Office, May, 1904.

## Intimations.

**GOVERNMENT BILLS.**

TENDERS for SPECIE, BRITISH  
and MEXICAN DOLLARS, current  
in this Colony, in Exchange for Sterling  
Bills drawn at 15 days' sight on the  
Lords Commissioners of His Majesty's  
Treasury, London, will be received by the  
Chief Paymaster, Army Pay Department,  
until 11 a.m. on the 8th June, 1904.

The Tenders to state the total amount  
(in Pounds Sterling) and the amount for  
which each Bill should be drawn, but no  
Bills will be issued for less than £100.

The tenders to be in Duplicate, and in  
Sealed Covers, addressed to the Chief Pay-  
master, Army Pay Department, and  
deposited with the Government Bills.  
The right to accept or reject any or all of  
the tenders is reserved.

Copies of Forms of tender can be had on application.

GEO. H. FERRIER.

Colonel, A.P.D.,

H.M. Treasury Chest Officer.

His Majesty's Treasury Office,

Fletcher Street, Hongkong.

31st May, 1904.

THE CHINA LIGHT AND POWER  
CO., LTD.THE THIRD ORDINARY ANNUAL  
MEETING OF SHAREHOLDERS in  
the Company will be held at the COMPANY'S  
OFFICES, No. 14, DES VUEX ROAD,  
Victoria, on THURSDAY, 9th June, 1904,  
at 11.30 a.m., for the purpose of receiving  
Statement of Accounts and the Report of  
the General Managers for the year ending  
29th February, 1904, and electing a Con-  
sulting Committee and Auditors.

The TRANSFER BOOKS of the Com-  
pany will be CLOSED from MONDAY,  
8th, to THURSDAY, 9th June, both days  
inclusive.

SHEWAN, TOMES &amp; CO.,

General Managers.

Hongkong, May 30, 1904.

A. S. WATSON &amp; CO., LIMITED.

NOTICE IS HEREBY GIVEN that an  
EXTRAORDINARY GENERAL  
MEETING of the Company will be held at  
the OFFICES of the COMPANY, in  
ALEXANDRA BUILDINGS, on  
WEDNESDAY, the 15th JUNE, 1904, at  
11 a.m., when the proposed resolution  
which passed at an Extraordinary General  
Meeting of the Company held on the 31st  
of May, 1904, will be submitted for con-  
firmation as a Special Resolution.

RESOLUTION.  
'That the Capital of the Company be in-  
creased to Nine Hundred Thousand Dollars  
by the creation of Thirty Thousand New  
Shares of Ten Dollars each.'

By Order.

A. H. MANCILL,

Secretary.

Hongkong, May 31, 1904.

THE  
CHINA AND JAPAN  
TELEPHONE  
AND  
ELECTRIC COMPANY,  
LIMITED.

## HONGKONG EXCHANGE.

## SUBSCRIPTIONS.

Payable Quarterly in Advance.

## EXCHANGE LINES:

\$25 per Quarter.

No Charge for Initial  
Installation.N.B.—A Special Charge is made for  
Lines of more than average  
length.

## DESK TELEPHONES

For a small additional annual charge Desk  
Sets can be supplied.

## ELECTRIC SUPPLIES:

BATTERIES, CHEMICALS,  
ELECTRIC BELLS,  
INSULATORS, SWITCHES,  
TELEPHONES, WIRE, etc., etc.

Send for Price Lists.

ELECTRIC BELL  
INSTALLATIONS.Estimates given for all kinds of  
Electrical Work.

ADDRESS:—2102 HOUSE ROAD.

W. Stuart Harrison,

A.M.I.C.E.,

Manager.

Hongkong, April 13, 1904.

## To Let.

TO LET.  
No. 1, STEWART TERRACE, The  
Peak.  
Apply to  
THE HONGKONG LAND INVESTMENT  
AND AGENCY CO., LD.  
Hongkong, March 26, 1904. 1023

TO LET.  
In Kowloon, One 12-ROOM HOUSE,  
Whole or Part; Rent Moderate.  
Apply to  
DOOLITTLE & POLLOCK,  
1 & 3, Wellington Street,  
Hongkong, April 29, 1904. 627

TO LET—IMMEDIATE POSSESSION.  
FOR 18 MONTHS.  
'LEIGH-TOR,' THE PEAK.  
Apply to  
JEBSEN & CO.  
Hongkong, April 27, 1904. 1021

TO LET.  
No. 11, KNOTSFORD TERRACE.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, April 26, 1904. 1024

TO LET.  
KNOTSFORD TERRACE, Kowloon,  
Two FRONT ROOMS, FURNISHED,  
with Board, for Gentlemen.  
Apply  
'R. C. C.'  
Care of 'CHINA MAIL' Office.  
Hongkong, May 30, 1904. 1007

TO LET.  
THREE FIRST-CLASS SHOPS, Euro-  
pean Style, in Kowloon. Possession  
on or about 31st August, 1905.  
MODERATE RENTALS.  
Apply to  
HUMPHREYS' ESTATE & FINANCE  
CO., LTD.  
Hongkong, May 31, 1904. 848

TO LET.  
FURNISHED ROOMS and BATH-  
ROOMS attached. CENTRAL.  
Apply to  
Care of 'CHINA MAIL' Office.  
Hongkong, June 1, 1904. 1036

## HONGKONG CLUB.

TO LET.  
A SUITE of 2 ROOMS, on the Ground-  
floor of the Annex, suitable for  
Office.  
For Particulars, apply to the Under-  
signed.  
C. H. GRACE,  
Secretary.  
Hongkong, June 2, 1904. 1040

TO LET.  
No. 55, HOLLYWOOD ROAD—THREE  
ROOMS Open on all sides, and suit-  
able for Offices or Residence.  
Apply to  
No. 49 & 55, HOLLYWOOD ROAD.  
Hongkong, June 4, 1904. 1055

## STEAM TO CANTON.

THE new Twin Screw Steel Steamers  
KWONG CHOW.  
1,309 tons, Captain J. P. MARTIN.  
KWONG TUNG.  
1,338 tons, Captain H. W. WALKER.  
Leave HONGKONG for CANTON at 8.30  
Every Evening (Saturday excepted).  
Leave CANTON for HONGKONG about  
5 o'clock Every Evening (Sunday ex-  
cepted).

These fine new Steamers have unex-  
celled accommodation for First Class  
Passengers and are lit throughout by  
Electricity.  
Passage Fare—Single Journey, \$4.00  
Meals ... .. \$1.00 each.  
The Company's Wharf is a short distance  
West of the Harbour Master's Office.  
SEIU ON S.S. CO., LTD.,  
AND  
YUEN ON S.S. CO., LTD.,  
No. 8, QUEEN'S ROAD WEST.  
Hongkong, February 18, 1904. 313

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HONGKONG  
DOCKS.

A Record of the Founding and  
Development of the First Class  
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UNDER the Direction of Miss FANNY  
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FOR FEW NIGHTS ONLY.  
FANNY STANLEY'S  
COMIC OPERA AND DRAMATIC  
COMPANY.

25—ARTISTES 25 ARTISTES  
GRAND OPENING NIGHT.  
WEDNESDAY, JUNE 9,  
The Delightful Comic Opera, in 3 Acts  
DOROTHY.  
THURSDAY, JUNE 9,  
The Delightful Comic Opera, in 3 Acts,  
HABOUR LIGHTS.  
FRIDAY, JUNE 10,  
Comic Opera  
THE NAUTICAL GIRL.  
SATURDAY, JUNE 11,  
Emotional Drama in 5 Acts,  
EAST LYNNE.  
Miss Fanny Stanley in her Grand Im-  
personation as Lady Isabel and Madame  
Vine.

MONDAY, JUNE 13,  
Comic Opera,  
LA MASCOITE.  
TUESDAY, JUNE 14,  
Comic Opera,  
MIKA DO.  
In Its Entirety.  
All New Scenery, Costumes, &c.

Box Plan now opened at ROBINSON  
PIANO COMPANY.  
Prices—\$3, 2, 1.  
Doors Open 8.30; Overture 9 P.M.  
Representative, T. HAMPSON.  
Late Tram will run to the Peak after  
every Performance; also a Special Launch  
for Kowloon.  
Hongkong, June 3, 1904. 1043

FOR SALE.  
FOR SALE.  
No. 1, 2 or 3 STEWART TERRACE,  
THE PEAK.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, May 20, 1904. 1020

Auctions.  
PUBLIC AUCTION.  
THE Undersigned have received instruc-  
tions from Messrs A. S. WATSON &  
Co., LD., to Sell by Public Auction,  
on  
THURSDAY,  
the 9th June, 1904, at 11 A.M., at No. 36,  
QUEEN'S ROAD CENTRAL—  
SUNDRY HOUSEHOLD AND OFFICE  
FURNITURE;  
Also,  
ONE FULL-SIZED ENGLISH BILLIARD  
TABLE, with ACCESSORIES, by Burroughes &  
Watts, London;  
And  
A Quantity of OLD ENGRAVINGS.  
TERMS—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, June 3, 1904. 1044

Intimations.  
MRS. CHUNG,  
HIGH-CLASS PHOTOGRAPHER.  
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BRANCH  
HONGKONG HORN CORRIDOR,  
1587

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CLARKE,  
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SURVEYORS AND CONTRACTORS,  
REPAIRS PROMPTLY ATTENDED TO.  
TELEGRAMS: 'GARMICHAEL,' HONGKONG.  
A. B. O. Code, 4th Edition.  
A. 1 Code.  
Lieber's Standard Code.  
TELEPHONE, 232.  
Hongkong, March 14, 1903. 563

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Private Bar and Billiard Rooms.  
Hot and Cold Water throughout.  
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Electric Passenger Elevator to each Floor.  
Table D'Hôte at Separate Tables.  
For terms, &c., apply to the  
MANAGER.  
Hongkong, June 10, 1902. 129

KWONG WO,  
COAL MERCHANTS,  
No. 17, OHU LOONG STREET.  
(Old Market Street) HONGKONG & Co.  
HONGKONG  
HONGKONG, August 14, 1903. 1254

THE GROWING GERMAN  
FLEETS.

At the very moment when a former  
member of the Admiralty Board, Mr.  
Edmund Robertson, is protesting against  
the extravagance of the British Naval  
Estimates, and pretending, what no well-  
informed and unprejudiced orio would  
allege, that this country is building up to a  
three-Power standard, comes the news  
that Germany is preparing for a new and  
additional naval programme. The German  
Government is not contented with the  
position in which the great Navy Act of  
1900 placed Germany. It holds that there  
must be further additions, and further  
additions forthwith, to the naval strength  
of the German Empire, and it intends to  
use the present war, which Mr. Robertson  
has discovered to be a ground for decreas-  
ing or armaments, as the immediate cause  
of this increase.

In order that readers may understand  
the position of the German navy we give  
below the standard of strength laid down  
by law in 1899 and 1900:

	1898	1900
Battleships ... ..	19	38
Large cruisers ... ..	12	14
Small cruisers ... ..	28	38

It will be seen that the programme for  
1900 doubled the German navy, so far as the  
battleship class was concerned, though it  
made no vital change in the matter of cru-  
isers. This, however, was because the Reich-  
stag could not be induced to meet the views  
of the German Admiralty on that head.

The battleship increase was to be effected  
by yearly laying down two battleships,  
which are begun in the summer and com-  
pleted in three and a half years from the  
date of commencement. The programme  
has been accompanied by a great increase  
in the German personnel, which is to be  
doubled, giving the fleet about 150,000  
well-trained men, including the reserves,  
when the project has been carried out, or  
more trained and able-bodied men than  
England possesses at this moment. At the  
same time, with admirable order and  
method, the expansion of the dockyards  
has followed. Wilhelmshaven and Kiel  
have been very greatly enlarged, and their  
extension is still in progress. Like the  
Japanese, the Germans hold that the power  
of rapidly making repairs may give victory.  
Hence their workshops are equipped with  
the most perfect machinery, and possess all  
kinds of facilities and appliances which are  
not to be found in the unattractively man-  
aged British yards. At every point in the Ger-  
man proceedings we see method and will;  
there is a steady, unchanging policy,  
steadily executed; and the naval pro-  
gramme of the country cannot be interfered  
with by ignorant sentimentalists or  
partisans.

As a net result of the British policy and  
of the hesitation of the British Admiralty,  
which is controlled by the Treasury and  
the House of Commons, we have this very  
startling fact—that in the last six years,  
since 1899, the German programmes have  
provided for thirteen battleships, the  
British for fourteen, while two battleships  
of small size have been purchased by us.  
That is to say, we who profess to be  
building against a combination of Powers  
have little more than kept pace with a  
single Power, and that the most formidable  
in Europe. We are to the good, on the  
period, by three battleships—a percentage  
of about 20; and it is by no means certain  
that such a percentage, if the German  
ships are better built, trained and com-  
manded than ours, or if the German  
dispositions are better, or, again, if mis-  
takes are made by our admirals, will be  
sufficient to secure us victory.

In a word, on the battleship programme  
of the past six years, British predominance  
of sea is not decisively attained against a  
single Power—and that without making  
any deductions for ships detached to  
distant parts of the world.

For here we come to the greatest and  
greatest weakness of all in the British  
Navy—the fact that its force is disseminat-  
ed, and that it has to front many ways.  
While the entire battle force of the Ger-  
man navy is in northern European waters,  
the British battle force of battleships and  
destroyers is divided between northern  
waters, the Mediterranean and the Far  
East. It must continue so divided, unless,  
if we concentrate against Germany, we are  
prepared to take very heavy risks else-  
where. If, for example, we bring home  
our China squadron, while our arrange-  
ments with Japan continue what they are,  
all our Far Eastern possessions are exposed  
to the attack of combined naval and  
military expeditions holding a temporary  
command of the sea. But in the near  
future, in view of the small programmes  
of battleships in England, it will be im-  
possible for us at one and the same time  
to maintain a battleship force in the Far East  
and a fleet which is able to protect Eng-  
land from invasion in Europe. One or  
other will have to go.

If this be so before any expansion in the  
German programme of 1900, how much  
more must it be the case if substantial  
additions are made to that programme?  
The present demand in Germany is for

**You Can Get**  
more satisfaction out of an  
absolutely pure, well-made  
beverage than any other kind,  
and that's why  
**RAINIER BEER**  
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you try it, the other kinds  
are not good enough.  
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Cure for Gout,  
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Gentle Medicine for  
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Delicate Females,  
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Sickness of Pregnancy.

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Foreign Men-of-war on the China and Japan Station.						
Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grinzenberger	Shanghai
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirte	Chafco
Achéron	French armoured gunboat	1798	—	—	Comdr. Laferrière	Saigon
Albatros	French gunboat	530	—	—	Lieut. A. Varney	Saigon
Arcus	French gunboat	—	—	—	Lieut. Crespin	Antion
Aspic	French gunboat	475	3	450	Lieut. Journe	Saigon
Avallanche	French gunboat	—	—	—	—	Haiphong
Bengali	French gunboat	580	—	—	—	Tourane
Bugeaud	French cruiser	3740	29	9000	Capt. Leslyre	Saigon
Casse-tête	French gunboat	—	—	—	—	Haiphong
*Châteaurenault	French cruiser	8018	18	—	Captain V. Poideone	Bais d'Along
Comète	French gunboat	525	—	—	Commander Lout	Haiphong
Decade	French gunboat	490	—	—	Commander Gubell	Saigon
D'Assas	French cruiser	4000	31	9500	—	Haiphong
Eclat	French gunboat	—	—	—	—	Saigon
Gueydon	French gunboat	—	—	—	—	Haiphong
Henri Rivier	French gunboat	—	—	—	—	Saigon
Kersaint	French gunboat	1250	8	2200	Commander Le Gallou	Haiphong
*Montcalm	French cruiser	9700	12	19,600	Captain Croc	Chomulpo
Pascal	French gunboat	4015	27	8500	Capt. Hoort	Saigon
Redoutable	French cruiser	9437	8	6071	Comdr. Senes	Shanghai
Slyx	French cruiser	1798	10	—	—	Haiphong
Sully	French cruiser	—	—	—	Capt. Vincent	Saigon
Surprise	French gunboat	529	2	900	—	Haiphong
Taklang	French gunboat	—	—	—	—	Yongtse
Takoa	French destroyer	—	—	—	Lieut. Gaillard	Saigon
Vauban	French cruiser	—	—	—	Captain Blondel	Saigon
Vigilante	French gunboat	—	—	—	Lieut. Carol	Antion
Bussard	German cruiser	1857	15	2900	Comdr. Huss	called for South Africa
Fürst Bismark	German flagship	11,000	38	14,000	Captain Prow	Tientsin
Geier	German cruiser	1778	16	2960	Comdr. von Stunin	Tientsin
Hansa	German cruiser	3230	34	10,000	Capt. Schroeder	Tientsin
Hertha	German cruiser	6500	37	10,000	Capt. Aron Schimmelman	Tientsin
Ilia	German gunboat	900	10	1300	Comdr. Baron von M. Hüllessem	Tientsin
Jaguar	German gunboat	1090	10	1300	Comdr. Wilhelms	Tientsin
Luchs	German gunboat	850	10	1344	Comdr. Kroenke	Tientsin
Möwe	German gunboat	1099	8	875	Comdr. von Grumbkov	New Guinea
Seeadler	German cruiser	1849	15	2800	Comdr. Persius	Tientsin
Thetis	German cruiser	2060	24	8700	Captain Voigt	Tientsin
Tiger	German gunboat	900	10	1800	Comdr. Deimling	Hongkong
Vorwaerts	German gunboat	—	2	500	Lieut. Scharf	Yongtse-River
Elba	Italian cruiser	2300	10	7471	Captain Borea	Chomulpo
Marco Polo	Italian cruiser	3800	—	—	Captain Presbitato	Acnoy
Vettor Pisani	Italian cruiser	6500	18	13,000	Capt. Cali	Amoy
Adamastor	Portuguese cruiser	1980	14	4000	Captain d'Antas Ribeiro	Hongkong
Dia	Portuguese gunboat	720	—	—	Captain Diogo de Sa	Macao
Vasco de Gama	Portuguese cruiser	3030	—	—	Capt. Manuel Vaz de Carvalho	Shanghai
Albion	Russian gunboat	810	6	730	Comdr. Guinier	Vladivostok
Amur	Russian cruiser	2800	5	4700	Comdr. Gramakheff	Port Arthur
Askold	Russian cruiser	6000	27	—	Capt. Reitzenscheit	Port Arthur
Bayan	Russian cruiser	7800	10	16,500	—	Port Arthur
Bayarin	Russian cruiser	3290	6	—	—	Sunk
Bobra	Russian gunboat	1350	6	1150	Comdr. Erjcekortch	Port Arthur
Bogoyavl	Russian cruiser	6620	12	—	—	Port Arthur
Diana	Russian cruiser	6781	8	—	—	Port Arthur
Djighili	Russian gunboat	1456	3	1700	Capt. Nasarov	Port Arthur
Gaidamak	Russian gunboat	500	9	3500	Comdr. Yozelf	Port Arthur
Gremiatsh	Russian gunboat	1490	6	2000	Capt. Zagarsky	Port Arthur
Gromobol	Russian cruiser	12,364	44	14,500	Captain Joeson	Vladivostok
Guiliak	Russian gunboat	1000	6	1000	Comdr. Shumof	Sunk
Korsets	Russian gunboat	1213	7	1500	Comdr. Novakovsky	Shanghai
Mandjour	Russian gunboat	1324	7	1400	Commander Chown	Port Arthur
Narvink	Russian battleship	10,208	13	8000	—	Port Arthur
Novik	Russian cruiser	3000	6	17,000	—	Port Arthur
Otrsvyn	Russian gunboat	1480	6	2000	Comdr. Vasilief	Port Arthur
Pallada	Russian cruiser	6731	12	—	—	Asnore (7)
Peresviet	Russian battleship	12,674	15	14,500	Captain Korolef	Asnore (7)
Petrovavlovsk	Russian battleship	10,960	16	10,800	Captain Jakovlef	Sunk
Pobeda	Russian battleship	12,674	15	14,500	Capt. Zaksarskeng	Damaged
Poltava	Russian battleship	10,960	16	10,800	Captain Orskof	Port Arthur
Rasborynia	Russian cruiser	1354	10	1788	Comdr. Eiven	Port Arthur
Retvizan	Russian battleship	12,902	16	16,000	—	Asnore (7)
Rossia	Russian protected cruiser	12,300	68	17,000	Captain Sepelempoff	Vladivostok
Rurik	Russian protected cruiser	10,923	26	13,250	Capt. Matusevich	Vladivostok
Savastopol	Russian battleship	10,960	18	10,800	Captain Serenbrenkoff	Port Arthur
Silash	Russian gunboat	860	8	1125	Lieut.-Comdr. Ivanof	Port Arthur
Sivoch	Russian gunboat	1030	9	1120	Comdr. Gloter	Newchwang
Tsavorich	Russian battleship	12,900	38	16,500	—	Asnore (7)
Varyag	Russian cruiser	6500	27	20,000	Capt. Bahr	Sunk
Vladn. I.	Russian gunboat	500	9	3800	Comdr. Zagoriuky-Rimel	Port Arthur
Zabiyaka	Russian cruiser	1830	15	1194	Comdr. Abramof	Port Arthur
Albany	U. S. cruiser	3500	—	—	Capt. Dyer	Ozvie
Annapolis	U. S. gunboat	1000	—	1287	Capt. Rohrer	Shanghai
Buhalo	U. S. cruiser	4098	14	3600	—	—
Callio	U. S. cruiser	935	—	—	Lieut. M. L. Miller	Hongkong
Climax	U. S. gunboat	3313	—	—	Capt. H. E. Mason	Shanghai
Eleana	U. S. gunboat	840	—	—	2d-Comdr. J. Hoof	Shanghai
Helena	U. S. gunboat	1292	8	1288	Comdr. Staunton	Hongkong
Monadnoet	U. S. monitor	3890	6	8000	Captain Mahan	Shanghai
Monterey	U. S. monitor	4284	4	6244	Comdr. W. H. Beahm	Shanghai
New Orleans	U. S. cruiser	2637	20	—	Commander Perry	Chafco
Oregon	U. S. cruiser	10,838	45	—	Capt. Buxton	Hongkong
Rainbow	U. S. cruiser	4000	—	—	Capt. J. B. Collins	Hongkong
Raleigh	U. S. cruiser	3313	—	—	Captain Nares	Shanghai
San Francisco	U. S. cruiser	4085	27	8913	Captain Vary	Manila
Vicksburg	U. S. cruiser	1000	13	1118	Commander Marshall	Shanghai
Yallobee	U. S. gunboat	7407	—	—	Lieut. L. C. Bartolote	Shanghai
Wilmington	U. S. gunboat	1000	—	1284	Commander U. R. Harris	Shanghai
Wisconsin	U. S. flagship	12,000	—	—	Captain Clover	Hongkong
Flagship of Rear-Admiral R. D. Evans.						
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* Flagship of Rear-Admiral de Jonghe.						
* Flagship of Vice-Admiral Bayle.						



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**'CLUB'** \$15.00

A Whisky that is perfect with 'TAN-SAN' Water.

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**MEMOS. FOR TO-MORROW.**  
Tender Closed.  
11 a.m.—Government Bills received by  
Paymaster, Army Pay Department.

**General Memoranda.**

THURSDAY, June 9.—  
11 a.m.—Auction of Sundry Household  
and Office Furniture, &c., at No. 35,  
Queen's Road Central.  
11.30 a.m.—Meeting of Shareholders of  
The China Light & Power Co., Ltd.,  
in the Company's Office.  
9 p.m.—Performance at City Hall.  
Goods per *Bahawal* not cleared at 4  
p.m. on this date subject to rent.

FRIDAY, June 10.—  
2.30 p.m.—Auction of Household Furni-  
ture, &c., at Mr. Geo. P. Lemmer's  
Sales Rooms.

MONDAY, June 13.—  
Goods per *Glenfury* not cleared on this  
date subject to rent.

TUESDAY, June 14.—  
Goods per *Alesia* undelivered after this  
date subject to rent.

WEDNESDAY, June 15.—  
11 a.m.—Meeting of A. S. Watson &  
Co., Ltd., at the Company's Office.

**CHINESE SCHOOL BOOK**

II.—Ts'in Tse Man.  
Translated into English  
by Dr. E. J. EITEL.  
Price, 40 Cents.  
CHINA MAIL Office 5 Wyndham Street.



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**LIMITED.**

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Premises are as follows:—

WEEK DAYS 8.30 A.M. to 6 P.M.

SATURDAYS 8.30 A.M. to 2 P.M.

SUNDAYS 10 A.M. to 1 P.M.

An Assistant will be on duty at all times  
to Dispense prescriptions.

**A. S. WATSON & Co., Limited,**

May 31, 1904.

The publication of this issue commenced  
at 5.10 p.m.

**The China Mail.**

HONGKONG, TUESDAY, JUNE 7, 1904.

LETTERS from the Transvaal dealing

with the commercial prospects of the

Colony are more hopeful now than they

have been for some months past, and

go to show that the importation of

coloured labour will be the means of

saving the territory from almost certain

bankruptcy. We have pointed out over

and over again that only a progressive

improvement in the position of the

mining industry could save the Colony,

and the only prompt way of effecting

that improvement was to secure the

importation of an abundance of cheap

unskilled labour from anywhere—from

China for preference—because upon it

labour the mines depend and upon the

mines depends the prosperity of South

Africa. To show that, we will quote

from a letter written by an authority

on the question in Johannesburg. We

will go back in mind to 1899, when, he

says, '6240 stamps at the mines gave

employment to over 110,000 natives,

and produced gold at the rate of

£20,000,000 per annum. On the 31st

December, 1903, only 64,000 boys were

at work on the Witwatersrand gold

mines, and 4360 stamps were crushing

out of a total of 7145 now erected.

These 7145 stamps are capable of

employing 142,000 native under the

best economic conditions, whilst for the

developing mines which are not yet

producing a further 30,000 are required.

Therefore, on this total of 172,000

laborers needed on the Rand to-day

there is a deficiency of 108,000. Now,

suppose these armies at work. The

gold output for March, declared this

morning April 11, is 299,620oz. for

the Rand, and 8617oz. for outside

districts, making a total of 308,237oz.

for the Transvaal. The number of

stamps crushing is 4988, an

increase of 136 on February. With

the full complement of 7145

stamps at work the output would be in

the ratio of 4958 to 7145, with

308,237oz. as the third factor. Any

of your schoolboys will tell you in a

trice that the resultant is 444,208oz. within

a fraction, and worth at the estimate of

almost exactly 85s per ounce a trifle of

£1,887,884 for the month, or well over

£22,000,000 per annum, allowing that

no more batteries are erected on mines

now developing, but which have not yet

joined the ranks of producers. It is the

stamps that do it. Five years ago they

numbered, as I said, 6240; now we

have 7145 available, and tremendous

orders for more waiting to be placed as

soon as things "buck up" a little. And

as stamps are at the root of all our

wants, it follows that with more rough

labor we could start more stamps. In

the proportion of about 14 boys per

stamp. In some mines, when the reef

is broad and admits of a good deal of

mechanical work, the proportion is

down to eight per stamp, but I will

leave it at 14. Then, to properly utilise

the 2785 stamps now idle, we need

38,900 unskilled laborers at once.

With these reinforcements we should

have a 30 per cent. increase in the out-

put, and a corresponding jump in our

general well-being. Consideration of

the question from this point of view

should be convincing to the opponents

of the introduction of Chinese labour.

Within a very short period thousands

of Chinese will be at work at the mines,

and then there will no doubt be a

healthy increase in the output for the

subsequent years, and thorough justifica-

## EDITORIAL COMMENT.

It is now leaking out

by degrees that the

corruption practised by

the Russian army con-

tractors is having a

serious effect upon the

troops in the field, and some detractors

go so far as to assert that it has con-

tributed in no little measure to their

defeat. It will be remembered that it

was some variety of crooked dealing

which rendered the forts at Vladivoe-

took incapable of replying to the Japa-

nese bombardment, and it was a similar

kind which caused several of the bat-

teries at Port Arthur to be absolutely

worthless. Dummy cannon were sup-

plied instead of modern effective we-

apons, and obsolete shells replaced those

which were actually paid for. Now we

hear that the men in the field are find-

ing their rations and their equipment

other than what they are supposed to

be. Correspondents writing from the

front declare that the whole system of

Russian army supplies must be rotten,

and say 'a large proportion of the un-

fortunate soldiers in the field are sup-

plied with boots the soles of which are

mainly composed of brown paper and

other cheap substitutes for leather,

whilst in a great many cases' flour and

other provisions, on being opened out,

are found to consist of bogus counter-

feits resembling the genuine article in

appearance, but valueless as food. The

Commissariat department generally is

woefully short of rations, the men are

half starved, and a general system of

criminal bungling in the administra-

tion of the various military departments

has been largely responsible for the

series of humiliating disasters sustained

by the Russian troops since the begin-

ning of active operations in the field.

If such is the case with those things

which can be seen, what roguery must

exist in those places where the public eye

cannot penetrate! Russia has long

been regarded as a cesspool of criminal

neglect and perfidious dealing, and

proofs are now being given with a ven-

geance. The only wonder is that the

soldiers have not been supplied with

dummy rifles and cartridges. When

the exposures of China's rottenness

were made it was not credited that any

other power on earth could possibly be

in the same state, but now it looks as

if China has occupied a second place in

the category of corruption all the time,

without knowing it. The war ought

to do as much good to Russia as a

sweeping fire would do to a plague-

stricken city. After it she will have

the opportunity of starting out afresh

on a clean ground. The question is,

will she profit by the lesson?

## Alleged Forgery.

Further evidence was given at the

Magistracy this afternoon in the case in

which two coolies were charged with having

forged the Opium Farmer's trade mark.

They were committed for trial at the

Criminal Sessions to commence on June 18.

A Northern Lay.

Dr William Watson, as we may now

call him, recently visited Aberdeen to re-

ceive the honorary degree of its ancient

University. In the May *Blackwood* he has

a striking sonnet 'Aberdeen':—

Hark thy countenance and thy mien

severe,  
And built of the bones of Mother Earth

thou wast.  
But on thy heart hath fall'n no touch

of cost,  
O City of the pallid brow austere.

Those who know Aberdeen will appreciate

his fine description of it in another line—

Grey wintry-featured, sea-throned Aber-

deen!

The Chinese Emigrant.

Adieu, my own, my native land!

## LOCAL AND GENERAL.

### A Stolen Tap.

A coolie was sentenced to six months' imprisonment, with six hours' stocks, at the Magistracy this morning for stealing a brass water cock valued at \$20 the property of the Green Island Cement Company.

### A Native Storekeeper Fined.

A Chinese storekeeper belonging to the S. S. *Desolation* was fined \$125 at the Magistracy to-day on a charge of having had a quantity of prepared opium and opium dross in his possession.

### Boarding House Keepers Fined.

Eleven coolies were proceeded against by the Sanitary Inspector at the Magistracy this morning for overcrowding their boarding houses. A conviction was recorded in each case and fines ranging from \$1 to \$20 were imposed by Mr Gompertz.

### Bound Over.

A rickshaw coolie was proceeded by his employer at the Magistracy to-day on a charge of having stolen two chair poles. He admitted the offence and as he bore a very good character Mr Gompertz ordered him to be bound over in his own recognisance to be of good behaviour for three months.

### The Opium Farmer.

We are requested to contradict a rumour that has gained currency amongst all classes of Chinese in the City to the effect that the Opium Farmer was recently caught by the Chinese authorities smuggling 30 chests of opium into Canton, and that in consequence his property at Swatow has been confiscated by the Chinese Government. There is absolutely no truth in this statement.

### Frear at the City Hall.

Mr William Frear made his second, and final appearance for the present season, at the City Hall last evening. His frivolities again created a great deal of mirth, the items most appreciated by the audience being his delineation of the 'Old Maid,' 'The Irishman,' and his laughable song 'Hard Luck.' Mr Frear certainly deserved a larger audience than he had last night, but, as he remarked himself, a wet night in June is not a good time for an entertainer to strike Hongkong.

### New Steamers.



## BY TELEGRAPH.

[CHINA MAIL'S EXCLUSIVE SERVICE.]

SUPPLIED BY REUTER, BIG BONDAY.

[Received on June 6, at 4:45 p.m.]

## THE RUSSO-JAPANESE WAR.

## BOMBARDMENT OF GENSAN IMMINENT.

## Women and Children take Refuge on Mountains.

LONDON, June 6.  
News from the seat of war indicates that an attack on Gensan is imminent. The women and children residing in the city are being conveyed to the mountains in the vicinity, where they will take refuge during the probable fighting.

[Gensan is situated on the North of the East coast of Korea, and was previously visited by Russian warships but not bombarded. It was in this harbour that they sank the *Goya Maru*, a small fishing vessel.—E.O.M.]

## SWEEPING THE SEA FOR MINES.

## A GOOD COLLECTION AT TAIENWAN.

## A New Channel Discovered.

We have received the following copy of an official telegram from the Japanese Government.

Tokyo, June 7th, 1:30 p.m.

Admiral Togo reports that the clearing operation of Taienwan is satisfactorily progressing despite the rough sea and 41 mines were discovered and exploded between the 3rd and 6th inst. A Chinese who formerly served the enemy as a pilot, now is usefully employed by us. We discovered one safe way rendering shallow ships navigable.

[MANILA CORRESPONDENT.]

## The Advance on Port Arthur.

CHEFOO, June 2.

Preparations for the general advance on Port Arthur are being made with great expedition. Siege guns are being landed from transports at Dalny and will be mounted in commanding positions within a few days.

The general advance upon Port Arthur which will clear the way for assault is expected on Thursday the 9th. If the advance prove successful the assault will be made on the 10th.

The Japanese forces are at present stationed within about five miles of the outer works of Port Arthur. Occasional shelling prevails, but no serious engagement is anticipated until the general advance is made.

TOKYO, June 3.

Japan is preparing for a long siege at Port Arthur. Reports received from General Oku intimate that the city cannot be stormed. He has asked for reinforcements to check Russian aggression from the north and in response it has been decided to send him a force of 120,000, thus placing at his disposal an army of 170,000.

Besides this force an army of 140,000 men will be dispatched to reinforce General Kuroki and enable him to crush Kuroki.

Part of these reinforcements has already been dispatched from Hiroshima and is now on the way to join Kuroki and Oku.

## Cossacks Surprise Japanese.

CHEFOO, June 2.

A large body of Cossacks surprised a Japanese force at Egenchoku, and in the engagement which resulted two hundred Japanese were killed. The losses of the Cossacks are not reported.

## Fighting at Liaoning.

CHEFOO, June 3.

Very severe fighting is occurring in the centre of the Liaoning peninsula, where the Russians are attempting to push their way through the Japanese cordons which have been drawn to protect General Oku's rear. A large Russian force poured in from Newchwang managed to crush the Japanese outposts stationed at Wafengkuo and made its way south to Polanpu, where it was met by a strong body of Japanese. After two hours' fierce fighting the Russians were repulsed and are now falling back.

## To Checkmate Russia.

SAN FRANCISCO, June 3.

In order to prevent the threatened Russian movement which has for its object the diversion of the besieging Japanese army from its attack on Port Arthur, General Oku has stationed strong outposts within three miles of Wafengkuo (Wafengkuo) on the line of railroad about fifty miles north of Kinchow and ninety miles north of Port Arthur.

## Spoiling Cablegrams.

Mails just to hand show that bitter complaints are being made by the correspondents at the front as to the manner in which their cable accounts of the sensational operations on the Yalu River have been mangled and curtailed, and rendered almost unintelligible, by the manipulations of the Japanese military censors. It is stated that over 2200 words of cablegrams descriptive of the fighting on the Yalu River were thus practically destroyed. The Japanese military authorities explain that it would be sheer madness on their part to allow important details, the publication of which might discourage and render abortive their whole scheme of military campaign, to be blazoned forth to the whole world.

## Russians Driven Back.

CHEFOO, June 1.

Serious fighting has been going on for several days between Kuroki's forces and the Japanese armies advancing from the direction of Takushan and Fung-wangsheng. The bulk of the fighting has occurred in the vicinity of Simutshang and Wafentien, on the road from Takushan, and east of Hailchong.

A battle is also reported to have occurred near Makifu.

As a result of the fighting it is reported that Kuroki's force has been routed and driven back upon Hailchong with the loss of several guns and large numbers of prisoners taken by the Japanese.

## CRICKET IN ENGLAND.

P. F. Warner's Team: The Rest of England.

LONDON, May 10.—The match between Mr Warner's team which recently toured Australia and a team representing the Rest of England was commenced at Lord's yesterday, the teaming as follows:—

Rest of England.—A. C. McLaren (Lancashire) (captain), F. S. Jackson (Yorkshire), G. L. Jessop (Gloucestershire), P. Perrin (Sussex), D. Denton (Yorkshire), J. Gunn (Nottinghamshire), W. G. Quail (Warwickshire), J. T. Hearne (Middlesex), D. Hunter (Yorkshire), W. H. Lockwood (Nottinghamshire), S. Hargrove (Warwickshire).

Mr Warner's Team.—P. F. Warner (captain), T. Haywood, R. E. Foster, J. T. Tyldesley, W. R. Rhodes, B. J. T. Bosanquet, A. E. Knight, G. Hirst, L. C. Brund, A. A. Lilly, E. Arnold.

Warner won the toss, and elected to bat, to himself, with Haywood, opening play. The captain had scored 27 when he was bowled by Lockwood. Tyldesley joined Haywood, who, when he had run up 43, was stumped by Hunter off Hargrove. Foster was next man in, and with Tyldesley took the score to 136 at the luncheon adjournment, Tyldesley's contribution being 55.

The total score of the team was 300, Tyldesley advancing his total to 76 before he was caught by Hargrove off his own bowling. First was the next most successful batsman, contributing 50. He lifted a ball from Lockwood, and McLaren held it.

The Rest of England opened poorly, two wickets being down for 27 when play ceased for the day. On resuming Jackson (41), Perrin (65) and Denton (57) performed yeoman service further side. The innings closed for 247. On their third day's play the returned team were 53 to the good on the first innings, and Warner and Jackson opened the second innings. At the close of the day's play one wicket was down for 34 runs.

Being a three days' match the result was a draw.

## AS OTHERS SEE US.

## A Comparison Between Manila and Hongkong.

Whoever has dwelt long enough in Manila to know this city and who visits Hongkong, cannot but contrast the two places, says the *Manila Calentures*. There are few feelings so depressing as that which steals over the Manila condemn to endure a week or more of the Kowloon shore after a few days have exhausted the curious sights and the shops have satisfied one's wants. It is an oriental nostalgia which becomes more and more acute each visit to the moist and foggy hill, which has been so wonderfully converted into a vast warehouse by British energy and thrift.

Hongkong is unfortunately situated for anything but business. Its strongest advocate can claim nothing for it except its advantageous nearness to the bovine of southern China, and its fitness for fortifying impregnable against a sea-attacking foe. That the British have done their very best with the natural possibilities of the island of Hongkong cannot be denied, and that they have conquered marvellously the heights above Victoria city is evident to the casual visitor.

But somehow or other Hongkong lacks more than does any other large colony in the Orient, the spirit of home which makes cities endurable for any length of time, and which is peculiarly conspicuous in Manila. One sees only a handful of ladies on the streets of Victoria, the capital and only city of Hongkong island. On Sundays when church bells ring, one's eyes are gladdened by several scores of charming wives, mothers and daughters, but usually one may walk or ride blocks without seeing any women but the occasional tourist or the omnipresent Chinese.

Almost all the domestic life of the city is on the terrace of the peak, and removed from sight. The hotels have only a small percentage of women guests, and men, men, men, are everywhere. The fact is that as a rule British colonists do not bring their wives with them. They come to the outskirts of their nation, young, अप्रैप्रेत, and without marital ties. As they grow older and accumulate means, they now and again return to their homes and bring back the sweethearts of their youth. But for the most part they live in a society, most of the time, in which the ennobling influence of good women does not enter. Not that in Hongkong there are not as fair and charming women as anywhere, but they are few comparatively, and the average man does not meet them often.

He looks to his club, his sports, and the dissipation of night, for relaxation from his work. There is not wanting this same lack in Manila, but it is a dozen times more apparent in Hongkong, and it strikes a chill to the heart of the Manila who is compelled by hard fate to tarry in the former city.

Returning to Manila, the citizen who has adopted these laudable as his home, feels his spirits bound at the sight of the Luneta, the women in carriages, the children on the grass, the chatter of people of his own kind, is music to his soul. He does not feel so much an alien in a strange land and a Chinaman. The streets are brighter, the clubs more companionable, and one realizes that Manila though far from the centre of the social world, is nearer to comfort and contentment than any other of the parts of the Far East in which the white man has cast his lot.

ZIMOLE TOOTH POWDER. A perfect antiseptic powder, cleanses and preserves the teeth.

## ISOLATED HONGKONG.

Restrictions Against Shipping.  
Messrs Lamko and Rogge have received a cable from Messrs Wm. G. Hale and Company, Saigon, stating that quarantine of twelve days, including voyage, has been established on all arrivals from Hongkong, Swatow and Amoy, even if steamers are going down in ballast. The landing of passengers and of any cargo whatsoever is entirely prohibited.

The Colonial Secretary has also received a telegram from H. B. M. A. Consul at Saigon, dated 6th June, as follows:—  
Twelve days quarantine imposed on arrivals from Hongkong, Swatow and Amoy.

## CHARGED WITH MURDER.

The Heathburn Shooting Affair.  
In connection with the shooting affair on board the S. S. *Heathburn* on Sunday night, Charles Perthin, the ship's carpenter, was charged at the Magistrate's court today with having attempted to murder Wu Kam, the Chinese quartermaster of the same vessel.

Inspector Gauld, who had charge of the case, stated in evidence that the wounded man was still in a very critical condition and it was unlikely that he would be able to be moved from the Hospital for some time, even under the most favourable circumstances. When he arrested the accused and told him that he would be charged with murder he replied that he fired the shot in self defence. The accused's ship, the Inspector stated, would be leaving Hongkong in about a week. Mr Gompertz granted a remand until June 10 in order to obtain medical evidence.

## STEALING CHILDREN.

Pollard's Lilliputian Opera Company.  
Details of what was alleged to be a malicious attempt to cause some members of Pollard's Lilliputian Opera Company to break their agreements were disclosed in an application made before Mr Justice Hodge on May 13 at Melbourne.

Applicant stated that he engaged certain juveniles at 10s. per month and kept for the first six months, and £1 for another six months, on the 4th March last. None of these children put in an appearance at rehearsals, and on being spoken to, the parents explained that Ernest Augustus Wolfe, who had been engaged in America as musical director for the company, had engaged them at a higher salary. Pollard alleged that Wolfe's action was likely to cause him serious loss, and he has issued a writ, claiming £500 damages from him. In the meantime he asked that Wolfe be restrained from leaving Australia, as it was stated that he intended to do, with the children, by the s.s. *Manila*, on the 16th inst.

Mr Justice Hodge said that on evidence before him Wolfe's actions were outrageous, and ought to be stopped. He issued an order holding Wolfe to bail to the extent of £250, and directed the writ to be returnable in four days.

## A CHINAMAN WOUNDED.

Several Arrests Made.  
During the heavy rain yesterday evening a number of people of different nationalities living in the same house came into conflict over the water running from one floor to the other. The house is situated at No. 38 Bridges Street and is occupied by Chinese, Malays, and Filipinos. The Chinese occupied the top floor and the Malays and Filipinos the second and ground floors. It appears, from the account furnished to the police, that when the storm was at its height yesterday, the water by some means ran from the top floor to the second where the Chinese were eating their rice. They apparently thought that it was poured down purposely to annoy them by the people upstairs and accordingly sent up a messenger to request that they should be allowed to eat their meal in peace. The upstairs people resented this accusation, and appear to have come down in force to prove their innocence. It is alleged, came armed with a knife and the others with sticks, which they used in such purpose to quickly render one of the Chinese *handicapped*. When the police were brought to the scene they found that the Chinaman was seriously wounded, having several nasty cuts about his head and face, and a stab on his hand between the thumb and index. He was conveyed to the Government Civil Hospital by a constable and admitted for treatment, and still remains in that institution. A number of police subsequently went up to No. 38, and effected several arrests.

## Submarine Vessels.

In answer to Mr Yerburgh, who asked whether submarine vessels belonging to His Majesty's fleet were so fitted that they might be easily grappled and raised in the event of their being so injured that the crew were unable to bring their vessel to the surface; whether A1 submarines could have been raised to the surface within forty-eight hours in the event of her crew having survived the shock of collision; and whether His Majesty's fleet possessed any special salvage vessels or apparatus for the speedy recovery of vessels sunk in the harbour fairway during war-time, or whether they were entirely dependent upon private firms for such work. Mr Yerburgh says: "No special means are provided; these vessels are easily grappled, owing to their shape. In the case of the A1 it is difficultly was experienced in passing hawsers under the vessel and attaching to lighters, and this was done by the dockyard; but, through the seed of the Chinese, the hawsers were attached to the derwin-Chief then reported that there was no alternative but regular salvage operations. With regard to the second part of the question, it is impossible to say; the crew of the A1 were probably drowned at once. The Admiralty have no special salvage vessels, and are dependent on private firms for such work. At each dockyard port, however, there are very different divers, and a number of craft that could be utilised for raising vessels.

## LATE TELEGRAMS.

Germany and Great Britain.  
London, May 10.—It is noteworthy as showing the contrast between Germany's attitude to Great Britain in the Boer war and her attitude to Russia in the war with Japan that Count von Bulow, the German Imperial Chancellor, in replying in the Reichstag to the remark by Herr Babel, the Socialist leader, that German sympathies were on the side of Japan, seized the opportunity to express regret that malicious and mocking articles had appeared in a section of the press, especially in the comic journals, in reference to a neighbouring country with which Germany was in friendly relations.

Recent actually, Count von Bulow regretted that a similar newspaper outbreak had occurred a year or two ago.

The Times in referring to the remarks of the Imperial Chancellor welcomes this tardy regret. The Times continues:—  
For three years the Anglophobe journals of Germany poured forth an incessant stream of obscene vituperation, and never once did Count von Bulow, or any other responsible statesman, raise a finger or utter a word to check it.

Regrets Worthless.  
May 11.—Further comments are made by the British newspapers on the tardy regret expressed by Count von Bulow for the Anglophobe utterances of German newspapers three and four years ago, in the course of a statement he made, repudiating other newspapers for the ridicule they were pouring on Russia in connection with the war.

The *Pall Mall Gazette* writes that the fact that Count von Bulow is prompt enough when Russia is concerned to do what he ostentatiously refrained from doing when abominable insults were offered to the viceroy Queen and to the then Prince of Wales, and to our statesmen and our soldiers, is significant, and one that England should not forget.

The *St. James's Gazette* says that the apology of Count von Bulow regarding all our little. It is worse than useless. Past bitterness will require a deal of assuagement, and there is little evidence of any wish of official Germany to see it assuaged.

A Proposed Alliance—Germany and Russia.  
May 12.—Germany is energetically trying to arrange a Russo-German alliance, and is offering Russia great advantages in respect of the Dardanelles and Persia in exchange for a free hand in Asia Minor.

Germany aims at directing the activity of Russia against India.

The German Navy.  
May 13.—In discussing the vote for the Navy in the Reichstag yesterday Herr Kaer, a member of the Imperial party, declared that the British navy was a danger to Germany. He urged the construction of submarine torpedo boats and a general increase in the navy beyond the programme already being carried out.

The Times correspondent in Berlin recently referred to the persistency with which German schemes for increasing the German navy were being discussed, as warping the belief that such projects were seriously entertained in authoritative quarters. The correspondent added: "If projects such as those which are now being discussed should assume practical shape, the question as to the real objects of these excessive naval preparations on the part of Germany might well become a burning one. It is universally admitted that the navy which is at present being constructed will be strong enough to render an attack upon German shores, or even a blockade, next to impossible. What, then, are the intentions which animate those who desire to 'go sea' beyond the present scheme, and whose plans it may be well to always contemplate the retention of nearly the whole of these new and formidable fleet in German home waters?" The speech by Herr Kaer, reported this morning, probably supplies the answer.

The Fiscal Policy of Great Britain.  
London, May 13.—Mr Joseph Chamberlain addressed his constituents at Birmingham last night.

He said that he was confident in the ultimate triumph of his proposals of preference and retaliation. He strongly defended the Government, but said that he recognized that it may have spent its popularity, and was destined to suffer for its virtues by a temporary reverse at the next election, which ought to come within a reasonable time.

Mr Chamberlain asked Lord Rosebery and the Duke of Devonshire to define the exact proof they required that the colonies had a genuine desire for mutual preference with the motherland.

Our commercial rivals, he said, were playing the colonies with schemes of preference, and the colonies could not expect to forever hold aloof from the advantageous offer by clinging to the skirts of our indecision.

Mr Chamberlain doubted whether the fiscal question would be the issue at the next election.

Payment of Members of the House of Commons.  
May 12.—In the House of Commons last night Mr Arthur Henderson (Labour) moved, and Mr Charles Fendrick (Labour) seconded, a resolution in favour of the payment of a reasonable stipend to members of the House of Commons, and of the expenses of returning officers.

Sir Edward Grey (Liberal) supported the motion.

Mr Ham Murray, Secretary for Scotland, said that recognition of the principle would result in the amount of the stipend being fixed at £200, and that the amount of the stipend would be fixed at £200.

Mr Wentz was kidnapped about the middle of October last. Three weeks later his abductors offered to release him on payment of £2000, and this not being forthcoming, the amount of the ransom was raised to £20,000.

Sensation at Newmarket.  
May 12.—A sensation was caused at Newmarket yesterday by an incident in which the King was a passive participant.

While His Majesty was proceeding along the avenue an elderly man, apparently a tramp, attempted to reach the King's carriage, and on making a second attempt was knocked down by a constable and detained.

The incident, however, was shown to have no significance, and the man was released on promising to leave the town.

## THE WATER SUPPLY.

Hon. P. N. H. Jones, Water Authority, sends us the following statement of the water supply:—  
Level and Storage of Water in Reservoirs on the 1st June, 1904:—

	1903.	1904.
Typhoon, 24 ft. 0 in. below	50 ft. 0 in. below overflow	50 ft. 0 in. below overflow
Peak, 24 ft. 0 in. below	50 ft. 0 in. below overflow	50 ft. 0 in. below overflow
Peak, 24 ft. 0 in. below	50 ft. 0 in. below overflow	50 ft. 0 in. below overflow
Peak, 24 ft. 0 in. below	50 ft. 0 in. below overflow	50 ft. 0 in. below overflow
Peak, 24 ft. 0 in. below	50 ft. 0 in. below overflow	50 ft. 0 in. below overflow
Peak, 24 ft. 0 in. below	50 ft. 0 in. below overflow	50 ft. 0 in. below overflow
Peak, 24 ft. 0 in. below	50 ft. 0 in. below overflow	50 ft. 0 in. below overflow
Peak, 24 ft. 0 in. below	50 ft. 0 in. below overflow	50 ft. 0 in. below overflow
Peak, 24 ft. 0 in. below	50 ft. 0 in. below overflow	50 ft. 0 in. below overflow

Consumption of Water in the City of Victoria and Hill District during the month of May:—

	1903.	1904.
Estimated population	111,865,000	111,865,000
Estimated population	111,865,000	111,865,000
Estimated population	111,865,000	111,865,000
Estimated population	111,865,000	111,865,000
Estimated population	111,865,000	111,865,000
Estimated population	111,865,000	111,865,000
Estimated population	111,865,000	111,865,000
Estimated population	111,865,000	111,865,000
Estimated population	111,865,000	111,865,000
Estimated population	111,865,000	111,865,000

In both years intermittent supply in force for whole of month.

Consumption of Water in Kowloon Peninsula during the month of May:—

	1903.	1904.
Estimated population	14,000,000	14,000,000
Estimated population	14,000,000	14,000,000
Estimated population	14,000,000	14,000,000
Estimated population	14,000,000	14,000,000
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Estimated population	14,000,000	14,000,000
Estimated population	14,000,000	14,000,000
Estimated population	14,000,000	14,000,000

The Government Analyst reports that the water is of excellent quality.

P. N. H. Jones, Acting D.P.W.

CHAMBERLAIN'S COUGH REMEDY acts on nature's plan—loosens the cold, relieves the lungs and makes expectoration easy. For sale by all Dealers; WATKINS & Co., Ltd., General Agents.

To-day's Advertisements

TO LET.—IN KOWLOON.  
A FURNISHED FRONT ROOM, with Board for Lady, in Private Family. Apply 'X'.  
Hongkong, June 7, 1904. 1073

TO LET.  
No. 1, CLIFTON GARDENS.  
'ROSENEATH' KOWLOON.  
No. 1, RIVER TERRACE, IN FLATS.  
No. 4, RIVER TERRACE.  
No. 17, WONG NEI CHONG ROAD, facing Race Course.  
FLATS in MORRISON TERRACE, facing the Polo Ground.  
OFFICES in Course of Erection, CONNAUGHT ROAD (near Blake Pier).  
GODOWNS PRAYA EAST.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.  
Hongkong, June 7, 1904. 1025

FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Steamship  
GREGORY APCAR.  
Captain J. G. OLIVER, will be despatched for the above Ports on THURSDAY, the 8th inst., at 2 p.m.

For Freight or Passage, apply to  
D. SASSOON & Co., Ltd., Agents.  
Hongkong, June 7, 1904. 1048

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR YOKOHAMA AND KOBE, via MOJI.

THE Steamship  
AUSTRALIAN.  
Captain McARTHUR, will be despatched as above on FRIDAY, the 10th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A duly-qualified Surgeon and Stewardess are carried.

N.B.—To secure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.  
Hongkong, June 7, 1904. 1071

PORTLAND & ASIATIC STEAMSHIP COMPANY.  
NOTICE TO CONSIGNEES.  
STEAMSHIP INDRASAMHA.  
FROM PORTLAND (OR.), YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Consignment, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON, General Agent.  
Hongkong, June 7, 1904. 1068

FROM HAMBURG, PENANG AND SINGAPORE.  
THE H. A. I. Steamship *Alota*, Captain SACHS, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

## To-day's Advertisements

THERE IS BUT ONE  
SPEEDICUT  
High Speed Tool Steel,  
and that is  
FIRTH'S SPEEDICUT

SOLE MAKERS,  
Thos. Firth & Sons,  
LIMITED,  
Norfolk Works, Sheffield.

Hongkong, January 5, 1904. 20-2

THEATRE ROYAL.  
UNDER the Direction of Miss FANNY STANLEY.  
FOR FEW NIGHTS ONLY.  
FANNY STANLEY'S  
COMIC OPERA AND DRAMATIC COMPANY.

25—ARTISTES 25—ARTISTES  
GRAND OPENING NIGHT,  
THURSDAY, JUNE 9,  
The Delightful Comic Opera, in 3 Acts  
DOROTHY.  
FRIDAY, JUNE 10,  
The Adolph Nautical drama in 5 Acts,  
HARBOR LIGHTS.  
SATURDAY, JUNE 11,  
Emotional Drama in 5 Acts,  
EAST LYNN.  
Miss Fanny Stanley in her Grand Impersonation as Lady Isabel and Madame Vine.

MONDAY, JUNE 13,  
Comic Opera,  
LA MASCOITE.  
TUESDAY, JUNE 14,  
Comic Opera,  
MIKADO.  
In its Entirety.  
All New Scenery, Costumes, &c.  
WEDNESDAY, JUNE 15,  
Comic Opera  
THE NAUGHT GIRL.

Box Plan now opened at ROBINSON PIANO COMPANY.  
Prices—\$3, \$1.  
Doors Open 8.30; Overture 9 P.M.  
Representative, T. EMFON.  
Late Train will run to the Peak after every Performance; also a Special Launch for Kowloon.

Hongkong, June 7, 1904. 1043

PUBLIC AUCTION.  
THE Undersigned has received instructions to Sell by Public Auction, on  
SATURDAY,  
the 11th June, 1904, at 2.30 p.m., at his Sales Rooms, DUNDRELL STREET,—  
A LARGE QUANTITY OF  
VALUABLE HOUSEHOLD  
FURNITURE,  
Including:—  
A FEW FINE ENGRAVINGS.  
(Full Particulars from Catalogue).  
On view from Friday, the 10th June, 1904.  
Catalogues will be issued.  
Terms:—Cash on delivery.  
GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, June 7, 1904. 1074

THE PUNJON MINING COMPANY, LIMITED.  
NOTICE.  
PREFERENCE SHAREHOLDERS in the above Company are requested to attend a PRIVATE MEETING, to be held in the COMPANY'S OFFICE, No. 13, Broadfield Arcade, on MONDAY, the 13th June, 1904, at 4 P.M., to discuss the scheme of reconstruction.

By Order of the Board of Directors



## Shipping.

PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON & ANTWERP, Via S' PORE, P'ANG, C'BO, PORT SAID AND MARSEILLES	For... A. L. VALENTINI	About 8th June	Freight only.
YAMA, VIA SHAL, MOJI & KOBE (passing through the INLAND SEA)	Sardina C. C. TALBOT, R.N.R.	About 10th June	Freight and Passage.
SHANGHAI	Benagel G. PHILLIPS	About 18th June	Freight and Passage.
LONDON, &c.	Coromandel G. M. MONTGOMERY, R.N.R.	Noon, 18th June	See Special Advertisement

For further Particulars, apply to

P. & O. S. N. Co.'s Office,  
Hongkong, June 4, 1904.

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LONDON, G'BRIDGE, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the  
MEDITERRANEAN, BLACK SEA and BALTIC PORTS; North and South American Ports).PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE, PENANG AND COLOMBO.

S.S. "Roon",

Capt. FROBERG,

14th June, 1904.

Freight.

FOR HAMBURG, DIRECT.

CALLING AT SINGAPORE, PENANG AND COLOMBO.

S.S. "Baltica",

Capt. DREYER,

28th June, 1904.

Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. "Nürnberg",

Capt. JÄGER,

8th July, 1904.

Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE, PENANG AND COLOMBO.

S.S. "O. Fed. Louis",

Capt. VON ROY,

28th July, 1904.

Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE, PENANG AND COLOMBO.

S.S. "Baltica",

Capt. ROSEN,

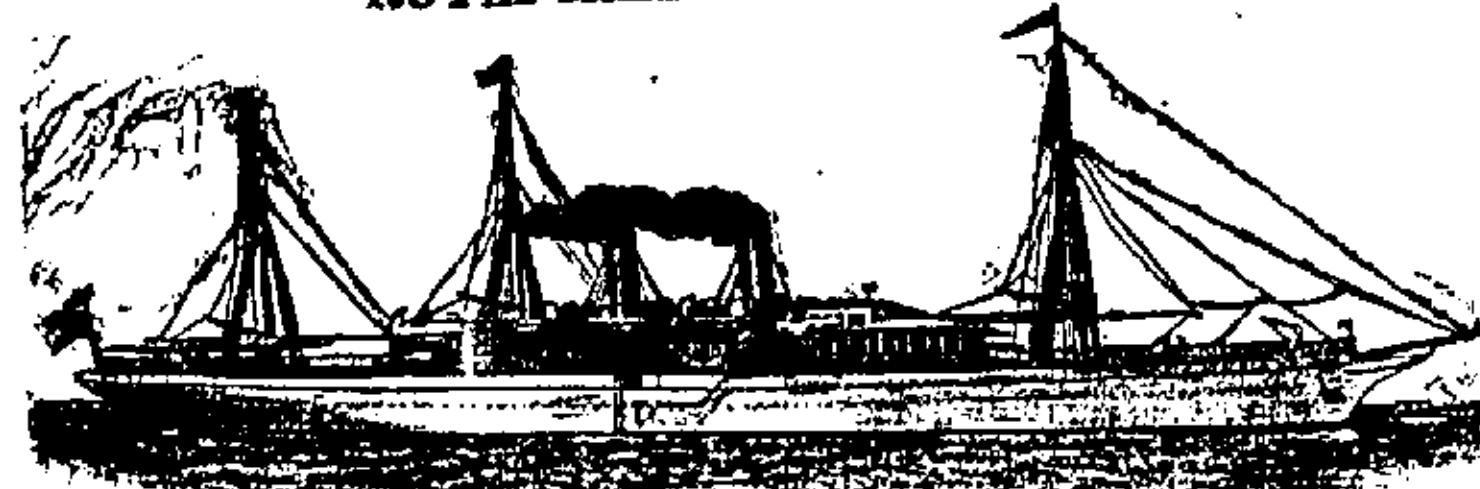
10th August, 1904.

Freight.

## HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

Queen's Buildings, No. 1.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY—SPEED—PUNCTUALITY.

Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

Saving 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

R.M.S. EMPRESS OF INDIA ..... 6,000 Tons ..... WEDNESDAY, June 22, 1904.

R.M.S. EMPRESS OF JAPAN ..... 6,000 Tons ..... WEDNESDAY, July 13.

R.M.S. ATHENIAN ..... 5,882 Tons ..... WEDNESDAY, July 20.

R.M.S. EMPRESS OF CHINA ..... 6,000 Tons ..... WEDNESDAY, Aug. 3.

R.M.S. TARTAR ..... 4,425 Tons ..... WEDNESDAY, Aug. 10.

Hongkong to London, 1st Class, via St. Lawrence 220, via New York 282.

Intermediate on Steamers, £40, £42.

and 1st Class Rail, £10.

THE magnificent "EMPEROR" STEAMSHIPS passing through the famous IN-

LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVER-

LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT

CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service

of China and Japan Governments.

For further Information, Maps, Guides, Books, Rates of Freight and Passage,

apply to D. W. CRADDOCK, Acting General Agent, PRINCE STREET.

Hongkong, June 1, 1904.

PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.SAILINGS FROM HONGKONG, via ISLAND SEA OF JAPAN, PORTLAND, OREGON,  
MOI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. TO SAIL ON.

ARAGONIA ..... 5,198 ..... SCHULDT ..... June 14, 1904.

NIOEMEDIA ..... 4,370 ..... WAGNER ..... July 14, 1904.

ARABIA ..... 4,483 ..... BAHL ..... August 14, 1904.

NUMANTIA ..... 4,370 ..... ..... Sept. 14, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian

and United States Ports. For through rates of Freight and further information,

communicate with or apply to

## PORTLAND &amp; ASIATIC STEAMSHIP COMPANY.

Hongkong, June 4, 1904.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE

BETWEEN HONGKONG, SOUTH CHINA

COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

STEAMERS LEAVING

FOR FOOSHOW, VIA SWATOW

AND AMOY, TRIUMPH, WEDNESDAY,

June 8, at 10 a.m.

TAMUL, VIA SWATOW

AND AMOY, M. STUVE, SUNDAY, 12th

June, at 10 a.m.

ANPING, VIA SWATOW

AND AMOY, TRITON, WEDNESDAY,

June 15, at 10 a.m.

TAMUL, VIA SWATOW

AND AMOY, FRITHJOF, SUNDAY, 18th

June, at 10 a.m.

ON account of the present state of political affairs, all the Company's new Steamers

have been requisitioned for Transport Service, and the above-named chartered

Steamers have been secured instead for maintenance of the Company's Coastal Service.

As soon as the state of Affairs permit the Company will resume running with its special-

ly designed new Steamers.

For Freight, Passage and further information, apply to the Co.'s local Branch

Office, at No. 6, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, June 7, 1904.

## Shipping.

## OCEAN STEAM SHIP COMPANY, LIMITED,

AND

CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LIMITED.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL  
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST  
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

## OUTWARDS.

FROM	STEAMERS	TO SAIL	REMARKS
GLASGOW AND LIVERPOOL	STENTOR	8th June	June.
GLASGOW AND LIVERPOOL	KENTUCK	17th June	June.
GLASGOW AND LIVERPOOL	KEMUN	25th June	June.
GLASGOW AND LIVERPOOL	MOYUNE	1st July	July.
GLASGOW AND LIVERPOOL	ONPA	14th July	July.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL	REMARKS
* GENOA, MARSEILLES & LIVERPOOL	TEENKA	15th June	June.
LONDON AND ANTWERP	AGAMEMNON	21st June	June.
LONDON AND ANTWERP	YANTZEE	5th July	July.
LONDON AND ANTWERP	KENTUCK	19th July	July.
* GENOA, MARSEILLES & LIVERPOOL	KEMUN	25th July	July.
LONDON AND ANTWERP	MOYUNE	2nd Aug.	Aug.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL	REMARKS
VICTORIA, SEATTLE, TACOMA, and	STENTOR	10th June	June.
all PACIFIC COAST PORTS, via	ONPA	17th July	July.
N'KI, KOBE & YOKOHAMA			

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, June 4, 1904.

## CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL	REMARKS
NINGPO AND SHANGHAI	KWEIYANG	8th June	June.
MANILA	SUNGKANG	8th June	June.
OBUB AND ILOILO	KANSU	8th June	June.
SWATOW, CHEFOO AND TIENTSIN	CHANGHONG	11th June	June.
SHANGHAI	CHINGTO	18th June	June.
KOBE	CHINGTO	18th June	June.
PORT DARWIN, THURS.	CHINGTO	5th July	July.

\* The attention of Passengers is directed to the Superior Accommodation offered  
by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.

A duly qualified Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze &amp; Northern China Ports.

\* Taking Cargo on through bills of lading to all New Zealand and other

Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and

Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS.

Hongkong, June 7, 1904.

## IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD.—BREMER.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID

NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; Also

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON

AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND

PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES

IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Sailing Dates, 1904.

SACHSEN ..... THURSDAY, 9th June

ZIETEN ..... WEDNESDAY, 22nd June

SEYDLITZ ..... WEDNESDAY, 8th July

ROON ..... WEDNESDAY, 24th July

PRINZ REGENT LUTPOLD ..... WEDNESDAY, 3rd Aug.

PRUSSEN ..... WEDNESDAY, 17th Aug.

PRINZ HEINRICH ..... WEDNESDAY, 31st Aug.

ONISENAU ..... WEDNESDAY, 14th Sept.

BAYERN ..... WEDNESDAY, 28th Sept.

SACHSEN ..... WEDNESDAY, 12th Oct.

ON THURSDAY, the 9th day of June, 1904, at Daylight, the Steamship

SACHSEN, Captain R. PERSCH, with MAELS, PASSENGERS, SPECIE,

and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Tuesday, the 7th June, Cargo

and Specie will be received on Board until 5 p.m., on Wednesday, the 8th June,

and Parcels will be received at the Agency's Office until Noon, on Wednesday, the 8th

June.

Contents of Packages are required. No Parcel Receipts will be signed for less than

\$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Lines can be taken on board.

Norddeutscher Lloyd.

For further Particulars, apply to

Melchers &amp; Co., Agents.

1947

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. To Sail.

TREMONT ..... 9606 ..... T. W. Garlick ..... June 28.

LYRA ..... 4417 ..... G. V. Williams ..... August 4.

SHAWMUT ..... 9606 ..... W. M. Smith ..... September 1.

TREMONT ..... 9606 ..... T. W. Garlick ..... October 1.

\* Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT ..... 9606 tons ..... Capt. T. W. Garlick ..... About 13th June.

S.S. SHAWMUT ..... 9606 tons ..... Capt. W. M. Smith ..... About 12th August.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Tremont have just been fitted with very superior

Accommodation for First and Second Class Passengers. The large size of these vessels

ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-

dry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Dodwell &amp; Co., Limited.

GENERAL AGENTS.

QUEEN'S BUILDINGS,

Hongkong, June 4, 1904.

## Shipping.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steam-  
ers between Hongkong and Manila.—Saloon amidships.  
Electric Light—Perfect Cuisine—Surgeon and  
Stewardesses carried.—All the most up-to-date arrange-  
ments for comfort of Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
RUBI	2540	R. W. Almond	Manila Direct	June 11, at 10 a.m.
ZAFIRO	2540	A. Fraser	Manila Direct	June 18, at 10 a.m.
PERLA	1960	A. H. Notley		

For Freight or Passage, apply to

Shewan, Tomes &amp; Co.,

General Managers.

Hongkong, June 6, 1904.

## JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMERS.	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA PORTS AND MACASSAR	First half of June.	JAPAN, VIA SHANGHAI.	First half of June.
TJILATJAP	JAPAN.	First half of June.	JAVA, VIA SINGAPORE.	First half of June.
TJIMAH	JAPAN.	Second half of June.	JAVA, VIA SINGAPORE.	Second half of June.

The steamers are all fitted throughout with Electric Light, and have accom-  
modation for a limited number of saloon passengers, and will take cargo to all Ports  
in Netherlands, India on through bills.

For particulars of Freight and Passage, apply to the

HEAD AGENCY,

Java-China-Japan Lijn,

ALEXANDRA BUILDINGS.

TELEPHONE No. 375.

Hongkong, May 31, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

STEAM FOR

SHANGHAI, NAGASAKI, HIogo

AND YOKOHAMA.

THE Imperial German Mail Steamship

SEYDLITZ,

Captain C. DEWEER, due here with the

outward Mail about TUESDAY, at 5 p.m.,

will leave for the above places about 12/24

hours after arrival.

NORDDEUTSCHER LLOYD,

For further Particulars, apply to

MELOCHERS &amp; Co.,

Agents.

Hongkong, June 4, 1904.

HAMBURG-AMERIKA LINIE.







